



Arranging For New Cars From the Factories For El Pasoans

Many Dealers Are Visiting the Eastern Factories Making Arrangements for Early Deliveries or for Renewal of Existing Contracts; Numerous Car Sales Are Reported.

CONSONANT with the growth of El Paso, the demand for automobiles has grown. In order to meet the demand for cars, local men who have the agency for different makes of cars have been paying visits to the manufacturers. The purpose of the visits was to renew contracts and to secure as early deliveries from the manufacturers as possible.

T. M. Richardson, who has the Studebaker agency, has wired that the manufacturers of those cars have assured him of early deliveries. Local representatives say that there will be plenty of 1914 Studebakers in El Paso. There will be no change found in the recent models. The 1914 car has been out four or five months, and the cars now being manufactured are of the same model. Mr. Richardson left for Detroit, Mich., where the Studebaker is made, in June. He is expected to return Sunday.

J. W. Stockard, of the International Motor Car company, who has also spent two weeks in Detroit, looking over the automobile field, is expected back Monday or Tuesday.

F. L. Cox, of Silver City, N. M., was a visitor in El Paso. Mr. Cox made the trip in his Buick roadster. No car trouble of any character was experienced on route. He left Friday on the return trip.

For the purpose of additional comfort, E. C. T. Polman, district manager of the Denver Rock Drill Manufacturing company, who spends most of his time traveling in an automobile, has had his two-passenger Cadillac generally overhauled. The machine was practically remodeled, the seats being so arranged that they recline. To meet this, the steering apparatus was lowered. Mr. Polman said that the reclining seat was the only kind of a seat for the man who spent most of his time in an automobile. A searchlight was added to the machine's equipment. Mr. Polman took the car out of the American Motor Machine works Friday for its third run after it had been overhauled.

Dr. Frank W. Lynch is driving an Overland roadster. It is gray with black lines, and looks like a brand new car. The doctor had the car completely overhauled at the Two Republics garage, repainted, new lamps put on and other new fixtures added. He says the car runs better than it did when he first bought it.

The Longwell Auto & Truck Sales company, which has taken over the Overland agency, is moving the stock from its present location in the Southwestern building to the sales company's headquarters, 122 San Francisco street.

Promoter Eddie Mowery, of Albuquerque, N. M., auto races, to be run on Labor day, is trying to get Billy Adolph and his Studebaker "Betsey" to enter the 25-mile event to be staged at Tractor park. The racing car is always

kept in trim for such events and establishes a record every time it is entered in a race. If the inducements are sufficient, Adolph will go to Albuquerque with "Betsey."

A carload of Studebakers were on the siding Friday. The cars consisted of two "25's," two "35's" and two "45's." They will be taken out of the car and placed in the salesroom on San Antonio street. O. H. Baum has six Hupmobiles on the road, and of them sold before they got here.

Professor Badenock, of the state college, Mesilla, N. M., was a visitor in El Paso this week. He drove home in a Studebaker "25."

Fire marshal Henry Reynaud this week made a visit of all the local headquarters in the city. No fault was found with any. The fire marshal complimented the Studebaker and Chalmers people on the cleanliness of their shops.

Dr. J. W. Ketchersid sold his Ford automobile this week to J. W. King of the El Paso Milling company. He will buy a new Overland.

Fay Sperry, of Las Cruces, N. M., made the trip to El Paso in a five-passenger Stanley steamer. He arrived Saturday morning. Mr. Sperry will spend several days here. His car is at the Cleveland Square garage.

Monday morning Charles Lowe, in an Overland "45," is going to Pearson, accompanied by Ernest Gay, who has relatives at that place, who want to come to El Paso. On account of the lack of railroad facilities, the automobiles have been doing the greater part of the hauling. Wagens and other vehicles have done some of it, but those who can afford it take the automobile—if they can get one.

S. M. Williams, southwestern representative of the Peerless Motor company, with headquarters at Dallas, Tex., has faith in El Paso as a great future automobile center. Mr. Williams is in town on his second trip and upon his return to Dallas, is going to have shipped to El Paso three and five ton Peerless motor trucks. The cars will be sent to the local Chalmers Motor company.

Ernest Ellsworth who grows plums on ostriches down on the southwestern ostrich farm on the county road, is now making his trips to town in a five passenger Pope.

A five passenger Cadillac for the U. S. Reclamation service was another machine that drew a number in the county clerk's office this week. H. S. Bozarth and W. G. Hadlock both registered for five passenger Fords. Charles P. Davis got a two passenger Hotp.

We can sell you such doors at panel stock prices. Lander Lumber Co.—Advertisement.

AUTO FOR HIRE. PHONE 1.—Advertisement.

GOOD ROADS BIG VALUE TO FARMERS

They Enable Farmers to Move Their Crops at Any Time, Not Merely When the Weather Is Good.

Washington, D. C., Aug. 2.—How states and counties are putting money in the pockets of the farmers by investing in the improvement of public roads is shown by a statement just issued by the office of public roads of the department of agriculture. Definite cases are cited in support of the argument that where bad roads prevail, farmers are forced to move their crops, not when the market price is favorable, but when the roads are favorable.

Two farmers living in separate counties but at an equal distance from the cotton market, learned by telephone that cotton had advanced in price \$1 per bale. The farmer living on a bad road responded by hauling one bale of cotton, which was all he could get over the unimproved road, while the other farmer was able to haul four bales, owing to favorable road conditions. The rise in price gained a profit of \$4 to one man and \$1 to his neighbor.

It is shown in the statement that it is common for the farmer to find that he cannot haul his produce to market when prices are highest, because the roads are impassable. When the roads become passable, the time for market has largely passed and produce is compelled to move in masses, which frequently glut the market and breaks the prices.

Excessive fluctuations in market prices are due to over-production. They frequently take place in regions where the local production does not equal the annual consumption. There are counties rich in agricultural possibilities, burdened with bad roads, where the annual income shipments of foodstuffs are being shipped by rail in the ratio of four to one. Many such counties, with improved roads, not only become self-supporting, but could ship products to other markets.

A farmer in Sullivan county, Tenn., a few miles from Bristol, had 100 bushels of Irish potatoes, which he intended to market during the winter of 1907-1908. Owing to bad roads, he was unable to haul the potatoes at all, and they rotted in the cellar. Nevertheless, the price of potatoes at Bristol went as high as \$1.40 per bushel in the meantime. A Bristol merchant stated that during the winter as many as 10 carloads of farm produce, including wheat, potatoes and other supplies, were daily shipped in to feed not only Bristol, but the adjacent territory.

MOTOR TURNS 3000 TIMES IN MINUTE

That an automobile motor can be made to turn at the almost incredible speed of more than 3000 revolutions per minute has been definitely established by the automobile testing plant of the Worcester Polytechnic institute. In fact, the motor on which these tests were made did even better than this supposedly unattainable figure, registering 3310 revolutions and doing it under conditions that are as good as possible actual duty on the road.

Frederic J. Baskins, "American Government," as long as they exist, copies of Frederic J. Baskins' great book, "The American Government," may be had at The Herald office. Present clipping of this paragraph and 60 cents. By mail, 15 cents additional.—Advertisement.

MOTORISTS' PROBLEMS ARE SOLVED HERE

By WILLIAM H. STEWART, Jr.
Who as President of the Stewart Automobile Academy of New York City, is regarded as the leading authority in Motor Car Education in this country.

Let us solve your motoring problems and discuss your comments. Tell us of your experiences for the benefit of the other fellow. Correspondence invited for publication every Week-End.

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Motoring Department, The Herald.—I have an engine which used to travel sixty miles per hour, but lately I cannot seem to go faster than forty-five. She speeds up very quickly, but although I think I am going considerably faster than that, my speedometer never indicates this. The engine is in perfect condition and it has occurred to me that possibly something was wrong with the speedometer. I notice that the small gear is rather worn.—R. J. Nadles.

You should replace the small gear on the speedometer. These gears are usually made of softer material than the large gear in order to eliminate noise. Replacement will be inexpensive. If you have lost motion in the speedometer gears, it is impossible to tell how fast you are going.

Motoring Department, The Herald.—Can I arrange to have a magneto so that it will charge a storage battery I have on my car for lighting?—M. D. P.

A magneto is a generator which supplies a current of electricity to the battery. It is not used for charging a storage battery. For that reason alternating current generators are not used for lighting purposes in automobiles.

Motoring Department, The Herald.—The clutch on my car drags or slips, causing me to lose power. I have changed the proportions of oil and kerosene in the clutch case results in a drag, while starting or slipping after I have changed the oil, it seems to work better. Various proportions of oil and kerosene have been tried and the clutch has been flushed out repeatedly. Also have adjusted the linkage, but with no success. What do you suggest to eliminate this annoyance?—Reader.

Unless a disc clutch is in good condition, it will not start the car. Usually this trouble can be overcome by cleaning the discs, which should be done about once a year. However, there are so many different designed disc clutches in use that nearly all have to have different treatment. If the pistons of the clutch have been bent or buckled the trouble you mention may manifest itself. The multiple disc clutch when in good condition should have an equal amount of friction between each disc. If any of the discs are bent or out of round the foregoing will be impossible. The clutch should not be taken up more than three or four turns of the adjusting nut. A V-trouble could be remedied by installing a new set of bronze discs.

Motoring Department, The Herald.—My car has given me considerable trouble by overheating this summer. I have cleaned the radiator and water jackets and installed a new pump and hose connection. The fan works properly and the mixture of the radiator is not too rich. The lubrication of my motor is perfect. I believe the trouble is due to faulty design. Can you suggest anything that will help me?—John Hewther.

Would suggest that you cut gills or air vents in the sides of the hood which covers the engine. These vents should open toward the rear so as to let the hot air out. This will improve the cooling facilities of your motor.

Motoring Department, The Herald.—The steering gear of my car squeaks, and upon investigation I find that the noise comes from the bottom of the steering post. Please advise me what to do.—Inez Roeyer.

The squeak in the housing of your steering post due to a lack of lubrication. Remove the plug and pack the housing with grease, and you will find that your trouble has been cured.

Motoring Department, The Herald.—In the change of rear springs from three-fourths elliptic to elliptic it is necessary to use radius rods.—Franklin Dorset.

It is perfectly practical to take the drive shaft through the spring if you desire as long as the springs are anchored to the frame. If, however, you wish to have shackles in each end of the spring, radius rods will be necessary.

Motoring Department, The Herald.—So as to reduce carbon deposits to a minimum, please advise what is the lowest flash point of oil that should be used on an automobile motor of 1,200 maximum revolutions.—S. P. W.

The proper flash point should be about 400 to 450 degrees Fahrenheit. However, suggest that you write the manufacturers of your car in order to get their view upon the matter, not only in regard to the flash point, but brand oil best adapted to their car.

Motoring Department, The Herald.—I have a car equipped with a new electric starter. In starting my motor, the starter does not turn the motor over as rapidly as it used to when I first got the car. I thought possibly that the battery was not fully charged, but upon testing same, found it to be in excellent shape, as the electrolyte showed 1200 specific gravity. What do you suggest?—M. M. S.

It is well to remember that there is a considerable current required to crank an engine; some starting motors drawing as much as 100 amperes. A loose connection between the battery and starting motor will materially affect the amount of current which flows thus reducing the pulling power of the starter. Would suggest a careful examination of the wiring to make sure that there are no loose connections nor short circuits.

Motoring Department, The Herald.—My car runs well on low, but when putting it in high jumps and jerks. Sometimes when it starts running all right, then again sometimes it dies down and stops.—J. A. Hargett.

It is probable that the spark plugs in your motor are either dirty or out of adjustment or the carburetor is in poor order. A great many motorists, however, do not run well at a slow rate of speed and only attain efficiency when well heated. Only dirt in the gasoline tank and pipe leading to the carburetor will cause the trouble you describe. Would suggest that you clean the entire gasoline system.

Motoring Department, The Herald.—I am troubled with my motor, which is a short cylinder 4x4x4, with exhaust valves in head and intake valves on side. The motor does not develop its proper power; have had the car-

CAMPAIGN AGAINST THE "JAYWALKERS"

Miss S. C. Geary, of Los Angeles, Declares the Careless Pedestrian Is a Menace.

Los Angeles, Cal., Aug. 2.—Miss S. C. Geary, secretary of the Automobile club of southern California, is planning to make a national campaign for the purpose of educating the type of individual she has dubbed a "Jaywalker."

"The 'Jaywalker' is the person who is the terror of all motor car drivers," explains Miss Geary. "There is a Mrs. Jaywalker and a lot of small Jaywalkers. A man closes his eyes, or so it seems, and steps out across a traffic lane in an effort to avoid killing him. In which way traffic is moving or of what likelihood there is for accident. This is the 'Jaywalker' who is a menace to the purpose of educating the type of individual she has dubbed a 'Jaywalker.'"

HOW TO APPLY A TIRE AND DO IT RIGHT

Before applying tires, remove rust and all other foreign matter from the rim. If the tire has been ridden deflated at a certain speed, it may have accumulated on the rim and unless this is removed the tire cannot adjust itself properly. Soapstone scraped on the rim will act as a lubricant and make it much easier for the tire beads to slip into their correct position, thereby reducing the danger of pinching the inner tube to a minimum.

Before placing the inner tube inside of the case, inflate it just enough to round it out. (Do not use a tube of the wrong size.) The inner tube should be placed in the case with the spreader of the valve is adapted for the particular type of case, whether rubber or cloth. The spreader should be clamped on the rim and inside of case with tale, which will reduce the friction and prevent adhesion of the tube to case after heated in service. If too much tale is used, however, and any water should be on its way on the inside of the tire, there is danger of grit and attending injury to the tube. Powdered graphite is not quite so nice to handle as tale, but is a much more durable lubricant.

HELPFUL HINTS TO MOTOR CAR OWNERS.

The action of valves sometimes is interfered with by a ring of hardened oil, which collects just above and below the actual valve seating, and occasionally holds the valve off its seat for an instant if the stem is a trifle loose in the guide. The remedy is by scraping off the deposit is obvious. It is not safe to assume that because there is nothing on the contact face of the valve and seat that all is well; there should be no deposit anywhere near the valve. It not frequently happens that the guide stem looks like a good deal like the rough iron, but a touch with a scraper or screwdriver will show the defects.

As most of spring breakage that occurs is due to loose spring clips, it is a pretty good idea to examine these parts especially after touring and to tighten them if necessary.

Leaky plugs can cause a lot of trouble, and it is very difficult to trace. They will make a motor miss at high speed or on heavy pulls, but will permit it to run quite properly, to all intents and purposes, under ordinary conditions. The principal trouble is cracked or porous porcelain which allows the high tension current to ground without jumping the spark plug. The only remedy is to fit new plugs that are known to be in good condition and to be careful not to crack the porcelain in tightening them in the cylinders.

The not uncommon habit that some drivers have of turning the steering wheel by short, quick jerks is not conducive either to good driving or to the welfare of the steering gear. A steady, continuous wheel movement is not difficult to acquire with a little practice.

Anything that tends to push a valve to one side, or lift it by applying force in any way except centrally, is liable to cause unequal and abnormal wear of both stem and seating. For this reason the end of the stem and the top of the lifter or tappet should be true and square and make perfectly even contact, which cannot be done if either is unevenly worn. This is a matter that often has made trouble and it has been ascribed to other causes.

Many tire experts agree that more than half of the number of tire troubles are due directly or indirectly to improper inflation. As it is in the case of the pneumatic tire, not the rubber but the air which carries, supports, and cushions the weight of the vehicle—everything, of course, depends on having as much air as possible in the tire tube, without approaching the breaking point of the rubber at the weakest place of the tube. Every molecule of air which can be safely held in place by the air helps to do the work for which the tire is employed. Incidentally, it keeps tube and casing in the most desirable form, for which they are designed, and holding them rigidly, offers stones, nails, and other road sundries such resistance as is needed to make the impact harmless.

CARE OF A TIRE; HOW TO SAVE IT

New tires carried on the side of the car, if not protected from the sunlight, will quickly oxidize, crack and become quite worthless.

A new tire should preferably be put into service a little while until the cover has been soiled. It will not then deteriorate nearly so quickly. It is better, however, to have a cover for extra tires.

Do not store them away in a warm place for any great length of time. Light or heat will cause the sulphur to come to the surface and make the cover minutely porous. After this oxidation takes place, the nerve fiber of the rubber is destroyed and naturally the durability is greatly impaired.

A dark, dry room, at a temperature of 40 to 50 degrees, is most favorable for retarding chemical action in the rubber and the "friction" stock on the fabric layers.

BUY AN AUTO AND DRIVE IT, ADVICE

That's What This Owner, Who Had Never Held Wheel, Did—Npt Hard Work.

For the benefit of those who, through lack of experience, may be deterred from owning and driving motor cars, Arthur S. Tullock, of Butte, Mont., comes forward with a unique experience in motoring.

"The way to learn driving and caring for an automobile is to drive one and take care of it," maintains Tullock, who has just placed to his credit a novice trip which is probably unique in motoring annals.

Tullock was in San Francisco when he decided to buy a car and drive it overland to his home. At that time he had never sat at the wheel of a motor car. With a friend, whose motoring experience was similarly limited, he started, taking along a mechanic for purposes of insurance. The operation of the car was so smooth and the work of driving so simple that the helper was sent back after the first day's run.

Over three mountain ranges to Los Angeles—a more direct course was impractical on account of the snow in the mountains—ran the route; then across the Mojave desert, the car carrying reserve supplies of water and gasoline. From Big Pine, Cal., to Goldfield, Nev., the road jumps a matter of 7000 feet, but novice Tullock and his Studebaker never paused. Between Goldfield and Elly but one other car was met. This was a Studebaker which, like Tullock's, was merely bowling along the mountainous desert road.

Crossing the continental divide, Tullock and his comrade had to shovel their way for hundreds of feet through deep snow, but they kept coming. It rained and snowed alternately, but they put on chains and plugged through.

A party of Tullock's friends motored out from Butte to meet him. He came sliding along through the alkali mud as debonair a tourist as one could ever hope to see, with every detail of his car in perfect order, after a journey which many an experienced motorist would view with apprehension, even in the most favorable road conditions.

BUD FISHER BUYS LOZIER AUTOMOBILE

Bud Fisher, whose brain children, Mutt and Jeff, have delighted thousands of Herald readers in the past few years, has joined the ranks of motoring cartoonists. Fisher's choice is a Lozier light six, which he purchased from Harry S. Houpt, New York dealer for the Lozier company. Fisher's originality found expression both in the way he chose to acquire his machine and in which it was shipped from the factory at Detroit. So anxious was he to get the car that he ordered it by express. Once it arrived in the "Big Town," the newspaper artist tried his hand at a mural decoration of the two rear doors of the car. A small miniature of Mutt now adorns one tonneau door, with a counter portrait of Jeff on the other door. Thus will the car announce at the theaters recognize the Fisher family when they arrive to put on their act.

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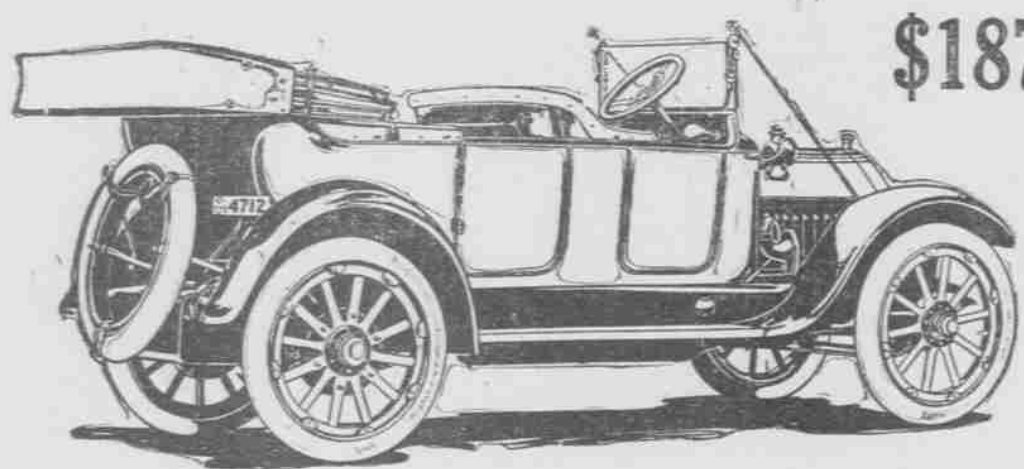
WRITE FOR CATALOGUE

CHALMERS MOTOR CO. OF EL PASO

Cor. W. San Antonio and Santa Fe Sts. El Paso, Texas

1914 Chalmers "Thirty-Six"

\$1875



Five-Passenger Touring Car Four-Passenger Torpedo

Fully equipped with Chalmers silk Mohair top, genuine rain-vision windshield, Chalmers patented self-starter, Continental demountable rims, Warner Speedometer, Gray & Davis full electric lighting system, with special new dash light; new design non-rattling tire carrier, power tire inflator, horn, pump, jack, full set of tools, etc.

No other car at the same price or near the same price can compare with this car in value. For proof of this, note the following facts: In addition to the superior long-stroke motor—4 1/4"x5 1/4", the quiet, four-speed transmission, and all the other noteworthy points embodied in the previous model, this new "Thirty-Six" offers many new and advanced features.

Molded Full Oval Fenders

Molded full oval fenders—a popular and practical European feature—add greatly to the appearance. All-metal bodies, extra roomy, with long, graceful lines, full flush sides and bell backed tonneau make this car truly a model for comfort.

On the new "Thirty-Six" the gasoline tank is on the rear. An accurate gasoline gauge is provided. The tank is large—25 gallons—and in its new position adds to the appearance and riding qualities of the car.

Clean Running Boards

The running boards are clean—the battery and tool boxes being carried beneath the front

seats. Tires are carried in the rear over the gasoline tank. The holders are absolutely non-rattling and self-locking.

The new "Thirty-Six" is convenient, every driving operation being controlled from the seat.

A foot button operates the efficient Chalmers self-starter. One simple switch controls the Gray & Davis lighting system. Carburetor is adjusted from the dash.

All Controls on Dash

Ignition switch, gasoline pump, light meter, horn and Warner speedometer are all on the cowl dash. A new dash light illuminates all the control devices.

The new car is designed for utmost strength and safety. Axles are of nickel steel, the double drop frame is unusually heavy. Steering connections are all drop forgings. Brakes are of maximum strength and power.

See this new "THIRTY-SIX" and you will be convinced that no such value has ever been embodied in another car at near our price—\$1875 (fully equipped, f. o. b. El Paso).